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SOURCE Photostat of article from unidentified periodical [possibly Auto-Motor]

HUNGARIAN MOTOR VEHICLES OF THE 500 SERIES

The Jarmufejlesztési Intezet (Institute for the Development of Motor Vehicles) aims to design Hungarian motor vehicles, all of which will be adapted to the maximum use of standardized basic parts, and many of which will have identical accessory parts. All the motor vehicles of the 500 series, which includes trucks, busses, and trolley busses, have standardized main parts and are equipped with a 125-130 horsepower, six-cylinder Csepel diesel engine. The motor and the sturdy, reinforced chassis were subjected to rigorous road tests when incorporated into a 5-ton truck. After the truck had completed a 100,000-kilometer trial run, an autobus body was mounted on the same chassis. In this form the vehicle is known as the 510 city bus. It carried 110 passengers on steep, rough-surfaced roads. There was standing room for 40 passengers on the platform. Further tests proved that the springs were excellent, too.

The accessibility of the parts simplifies maintenance. The gears and the rear end are perfect. It is possible to attain six speeds simply by varying the point of contact between the plate and cone wheels. Because of the special construction of the differential axle, minor repairs will restore the mobility of the vehicle even when the differential gear is out of order.

All units designed by the Jarmufejlesztési Intezet are characterized by simplicity, economy, and dependability. These features are best reflected in well-known 520 city busses. These vehicles were designed for maximum economy of operation and have already saved the enterprise which operates them 400,000 forints in comparison to the old-type TR-5 busses. The 520's have proved suitable for serial manufacture. If used throughout the city, they would save 4 million forints per year in operating expenses.

The vehicles of the Jarmufejlesztési Intezet have been introduced abroad too. The bus [possibly the 510 city bus referred to above] carried as many as 130 passengers in Warsaw. It was enthusiastically acclaimed by drivers in Prague during a 10-day run in that city. Today the bus is again carrying passengers in Budapest.

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